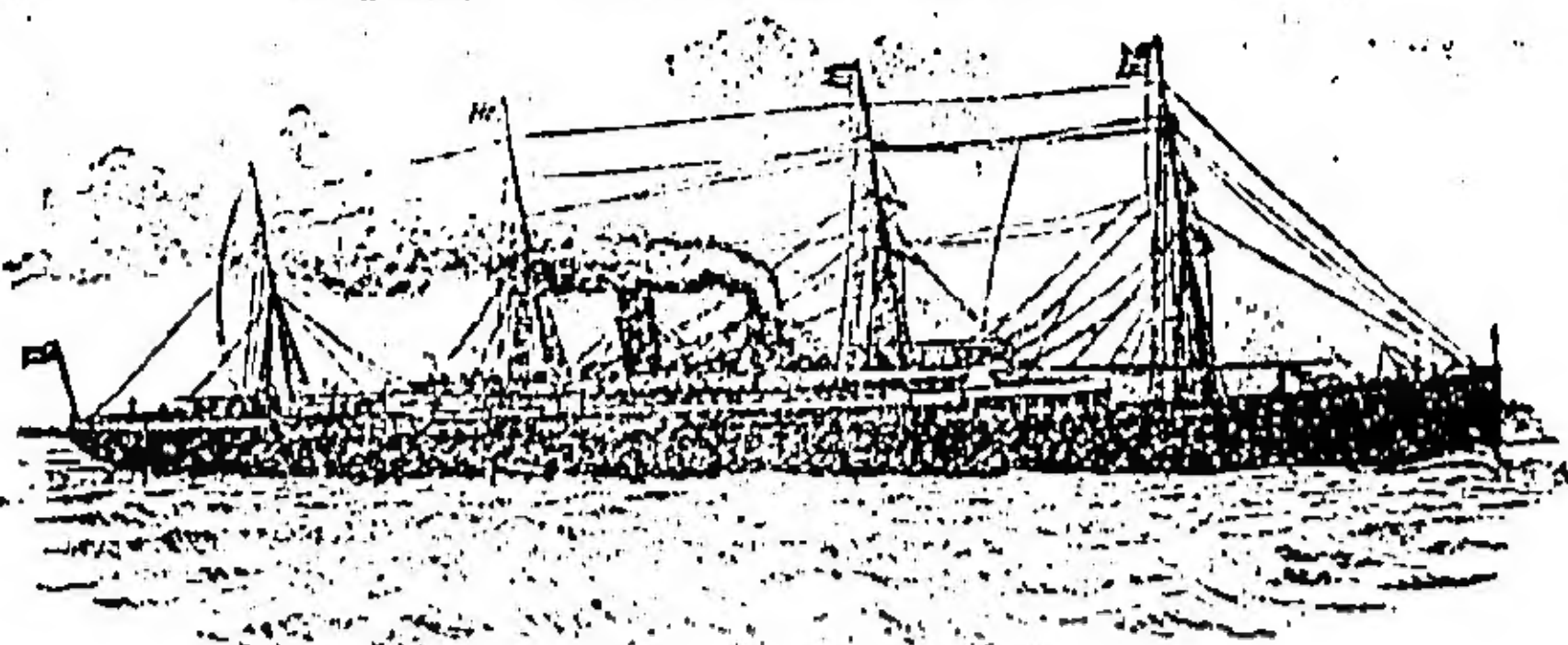


U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY, 16th June, at Noon.
"NIPPON MARU"	WEDNESDAY, 24th June, at Noon.
"SIBERIA"	THURSDAY, 7th July, at Noon.
"COPTIC"	SATURDAY, 11th July, at Noon.
"AMERICA MARU"	TUESDAY, 21st July, at Noon.
"KOREA"	TUESDAY, 28th July, at Noon.
"GALIC"	TUESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CHINA"	SATURDAY, 22nd August, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, PANAMA, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 16th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic Lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland R.R. Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the fare, and tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 10th June, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons.....	WEDNESDAY, 24th June.
"EMPRESS OF JAPAN"	6,000 ".....	WEDNESDAY, 15th July.
"TARTAR"	4,425 ".....	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000 ".....	WEDNESDAY, 5th August.
"ATHENIAN"	3,882 ".....	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000 ".....	WEDNESDAY, 26th August.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 13 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS, (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICA PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
STRASSBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	20th June.	Freight and Passengers.
SUEVIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	1st July.	Freight.
NURNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	15th July.	Freight.
WURZBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	29th July.	Freight and Passengers.
V. Bismarck	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	12th August.	Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 5th June, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO, AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN"	4,361 tons.....	Captain H. D. Jones.
"PAWAN"	2,136 ".....	G. F. Morrison, R.N.R.
"FAIRHILL"	2,136 ".....	Dixon.
"HANS KOW"	2,136 ".....	C. V. Lloyd.
"KINSIAN"	2,860 ".....	J. J. Loustus.

Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.

Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons.....	Captain W. E. Clarke.
------------------	-----------------	-----------------------

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday
Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,190 tons.....	Captain F. Hamlin.
-----------------	-----------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING"	561 tons.....	Captain R. D. Thomas.
"SANNAN"	588 ".....	B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 9th May, 1903.

Antimations.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. Net (5.00 per Cask ex
Factory.
In Bags of 250 lbs. Net (5.00 per Bag ex
Factory.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 13th May, 1903.

WHAT IS



1st June, 1903. [650e]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS' STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES
Hongkong, 14th May, 1903. [8

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
Price \$10.50 per case of 48 bottles (quans)
or 6 doz. pints.
Special Prices for Quantities.
Sole Agents—
SIEMSEN & CO.
Hongkong, 10th January, 1903. [595d]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL
LERS and WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.
40, QUEEN'S ROAD,
Watson's Building.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES
FLUID

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 10th March 1903. [121

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches
awarded the highest Prize at every Exhibition,
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES,
Nos. 14 & 16, Queen's Road Central, [13

Antimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 85 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

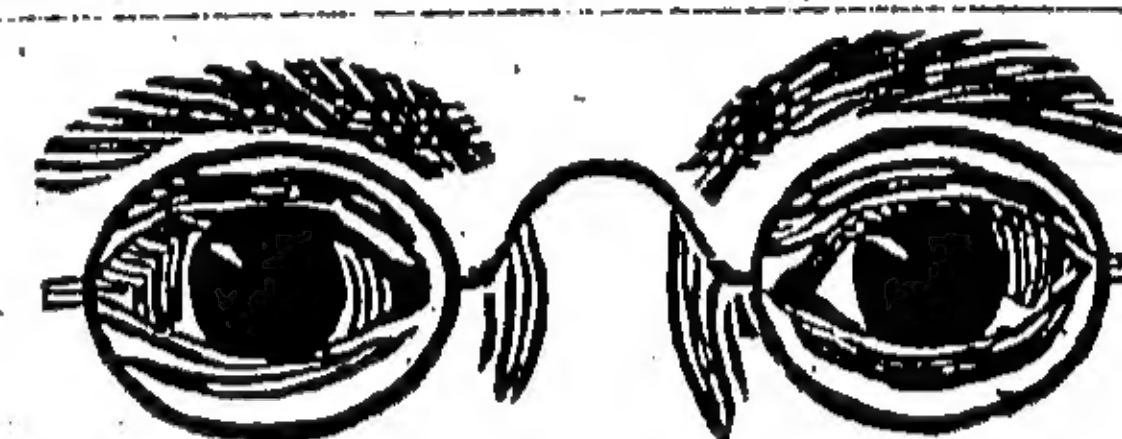
The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is
generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bung-
ling of incompetents and the indiscriminate wearing of others' discarded glasses.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to
the greatest age by getting your glasses fitted by

N. LAZARUS

OPHTHALMIC OPTICIAN,

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.
Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite
Hongkong Hotel. [6c

JUST RECEIVED SHIPMENT

H. J. HEINZ & CO.'S

CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

"GOOD THINGS"

KNOWN ALL THE WORLD OVER.
UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES }
HEINZ'S APPLE BUTTER } cannot be surpassed.
HEINZ'S BAKED BEANS }

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA
(Wholesale dealers only).

Hongkong, 4th May, 1903.

[553e

HOTEL CRAIGIEBURN,

PLUNKER'S GAP, the PEAK, near the TRAN TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[117

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO.,
VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Con-
modious Premises, to eclipse, as heretofore
ALL PHOTOGRAPHIC ART PRACTICE:
In the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.
Hongkong, 22nd September, 1898. [45

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT
PAINTER, Etc.

PHOTOGRAPHY in all its Branches.
Groups and Interiors a Specialty.
Large Selection of Views.

TOP STORIES, 41 and 43, QUEEN'S
ROAD, CENTRAL, Hongkong.
Hongkong, 20th December, 1902. [1399d

Intimations.



WATSON'S
HOUSEHOLD REMEDIES
FOR THE SUMMER.

PRICKLY HEAT LOTION

One of our most popular preparations, which has stood the test of fifty years. Cools the skin and removes irritation at once.

RINGWORM REMEDY

(TONG PANG CHONG)

An absolute specific for Ringworm and Dhobi Itch.

HOUSEHOLD AMMONIA

Try it in your bath and you will feel all the better for it. For cleansing silverware, jewellery, and clothing, it is without equal.

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 216.
CABLE ADDRESS: "WATSON," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.

**FURNITURE
DEALERS.**

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 3th July, 1902. [728d]

**CARMICHAEL AND
CLARKE,**
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. C. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903. [1355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE for publication in "The HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee Hoeg Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MSS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On delivery by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies Daily, ten cents; Weekly, twenty-five cents.

DEATH.

At Ichang, on the 4th June, THOMAS CHARLES BURCHETT, I. M. Customs, aged 38.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 15, 1903

FRANCE AND YUNNAN.

In October last we published a letter from our correspondent in Tonking which reviewed the policy of M. Doumer, the former Governor-General of that Colony, during his period of office. The article in question made particular mention of the attempt fostered by him, during the Boxer troubles in 1900, to create an incident in Yunnan which would have served as a pretext for active intervention in that Chinese province.

Thanks to the straightforward policy of M. Delcassé, France's able Minister for Foreign Affairs, and to the judicious manner in which his instructions were followed by M. François, the Consul at Yunnan-Sen, no incident was forthcoming, and the troops, mobilized at Laokay, eventually returned to their respective garrisons, and M. Doumer's dream of conquest proved an empty one. It now seems that this last mentioned politician, now a deputy of the French Chamber, is still fanatically resentful of the explosion of his projects. In a recent issue of our well informed contemporary, the *Courrier d'Indochine*, is an article which states that this former Governor, through the medium of some of the Parisian journals, is attacking the personality of the French Consul at Yunnan-Sen. Our *confé* gives an extract from one of these, which runs as follows:—"If at this epoch, (during the troubles of 1900), M. François had requested the Governor-General to send him a company of infantry, he would have obtained it without the least difficulty." The significance of this reproach is too apparent to need comment. Had a company of French troops been marched into Yunnan at this time, the population, already excited, but overawed and contained, thanks to the firm attitude of the Chinese officials, would have risen like one man, attacked the detachment and probably massacred every European in the province. Reinforcements, which were ready, would have been hurried over the frontier, and Mentze and the capital have been garrisoned by French troops. The annexation of the region would eventually have followed and M. Doumer, his ambition satisfied, would have descended to posterity with the reputation of a frock-coated conqueror.

With the political quarrel which has arisen from this incident we have nothing to do, but there can be no doubt that our sympathies are with M. François, who by the tactful and courageous attitude he maintained avoided a prolonged period of bloodshed and anarchy, which would have ruined the commercial prospects of the province for a long time to come. However, it will be a source of gratification to us all to note, now that our relations with the French Republic have assumed such a favourable aspect, thanks to the personality and efforts of our King and Emperor, that, at a time when less scrupulous nations were intent on the acquisition of territory or individual advantages in China, France, true to her declaration of maintaining the integrity of the Celestial Empire, refused to countenance any attempt to create difficulties which would have served as an excuse for her invasion of that country and the annexation by her of part or the whole of one of its provinces. Our commercial interest in Yunnan are of no mean importance. The majority of the foreign products imported into that region, via the West River route or in transit through Tonking, are of British origin. Our merchants in particular and the public in general can be grateful to M. Delcassé for the unwavering honour and steadfast purpose with which he maintained the policy of his government. The knowledge of this incident should prove another conducive reason towards the cordiality of our relations with our French neighbours in the East.

LOCAL AND GENERAL.

The N. Y. K. is preparing to open a branch office at Dalny.

Now look out for LeMunyon's new store. It's a beauty.—*Advt.*

LORD Onslow (Under-Secretary for the Colonies) has succeeded the late Mr. R. W. Hanbury as President of the Board of Agriculture.

LeMunyon will have another grand opening Day and a Souvenir day as well; watch the date.—*Advt.*

UNDER the new Licensing Act, the magistrates have refused the renewal of licenses in 639 cases during the last two months in England and Wales.

TOP Sloan, the American jockey, has been warned off all French racetracks for abetting in reprehensible conduct in connection with the French Oaks.

LORD Davey's bill for the suppression of street betting, based upon the report of the Royal Commission, has been rejected in the House of Lords by 48 votes to 39.

By means of the railway service between Nimbhinh and Hanoi, communication with that place and with Haiphong is restored, but there necessarily is still some delay to telegrams.

THE coroner's inquiry into the death of Miss Camille Holland in connection with the "Moat Far a Mystery" has ended in the jury returning a verdict of "Willful murder" against Samuel Herbert Douglas.

CAPTAIN P. T. Helms has taken command of the E. and A. Company's steamer *Empire*, and Captain W. G. M. Arthur has joined the *Australian*. The change was made when the two steamers met at Manila.

THREE Germans charged with the murder of the captain, officers, and several seamen of the British sailing vessel *Vesuvius* on the high seas, have been sentenced to death.

THE British and American delegates to the forthcoming International Telegraph Conference have been instructed to oppose the compulsory adoption of a new cable code.

THE amphitheatre collapsed during the progress of a bullfight at Algeciras (Spain). The bulls gored some of the spectators, causing a panic, as a result of which 12 persons were killed and 50 others injured.

Don't forget the chits for they will not go LeMunyon.—*Advt.*

It transpires that the military authorities at Capetown sold the fever-infected blankets which recently spread disease through a reformatory ship on the Thames, at 2d each. About 20,000 were retained in South Africa and 180,000 shipped to England.

If the Chinese Government desires to save the people of Kwangsi from being starved to death, it should lose no time in employing overwhelming forces to bring the insurrection to an end so that the farming classes may once more cultivate their fields. So says the *Shen Pao*.

REPLYING in the House of Commons to Lord Crew's comments on the unrestricted admission of 11 Russian warships to Colombo recently, Lord Selborne, First Lord of the Admiralty, deprecated the predictions of the papers in the case, but promised to bring the matter before the Committee of National Defence.

THE report of the Mercantile Marine Committee upon the employment of foreign seamen in British vessels has been issued. The Committee holds that the objections against the employment of foreign seamen does not apply to Lascars and other Asiatics who are British subjects, and who are especially useful as firemen in hot climates, and competent to act as stokers on men-of-war.

H.M.S. *Rinaldo* arrived from Behning Sea yesterday morning. The collier *Mercedes* with a cargo of coal for ships up North is due to arrive at Weihaiwei on Thursday. The collier *Admiral* will not sail for Hongkong, as terms have not been accepted. The colliers *Jessie* and *Poverie* are due to arrive here on 9th, and 23rd proximo respectively, with cargoes of coal (5,000 tons each) for the Admiralty.

THE evidence at the inquest concerning the suicide of Arthur Shrewsbury, the well-known cricketer, shows that his betrothed heard the first shot, and asked: "What are you doing?" Shrewsbury replied "Nothing," and immediately fired the second shot. The lady in question stated that Shrewsbury told her recently that he would be in the churchyard in a few days. A verdict of temporary insanity was returned.

THE three natives charged at Shanghai with gouging out the eyes of a native, and one with firing a revolver at Sergeant Detective McDowell, have been tried. One was sentenced to receive 50 blows and five years' imprisonment, the second will be given 600 blows and ten years' imprisonment, while the third, the one who fired the revolver, was sentenced to imprisonment for life, and to receive 500 blows a month for six months, or a total of 3,000 blows within six months.

THE Swallow corresponded at the N. C. D. News says:—We have had another spell of senseless competition, this time between two Chinese companies. They are competing for the coal traffic to Singapore, and seem to think that it is a matter of all or none. The consequence is that native passengers to the Straits are being carried from Amoy to Penang for \$1 a head, while freights are down to one quarter the usual rates. However, the supply of emigrants is sufficient for all purposes as there is a rumour that in a short time the Straits Settlements authorities will forbid the entrance of coolies.

Four floors freshly painted and lined and in first class condition to rent. Inquire at LeMunyon, New Store, 31, Des Voeux Road. P. O. Box 368.—*Advt.*

We shall have a Souvenir Day soon, but you will have to pay us a personal visit as no chits will go. LeMunyon.—*Advt.*

In the matter of the collision between the British steamer *Hikang* and the *Yebisu Maru* in the Inland Sea in March last, the Osaka Marine Court of inquiry found the Japanese captain in fault and suspended his certificate for a month.

THE Portuguese Government, desirous of strengthening its influence in the Orient, has decided to create consulates in China and Japan, and Senator Castello Branco has been appointed as the Ambassador to Peking. British policy will be supported.

A BERLIN wire of 8th inst. says, there is no reason for anxiety over the Washington report regarding the American squadron being concentrated in the North-China waters. There is certainly no discord between the United States and Russia, neither is there reason for supposing that the new complications with regard to China are expected in Washington.

THE P. and O. Company have made an important alteration in the dock headquarters of their chief steamers. Commencing with the steamer *China*, due to arrive in London on May 31, the company's mail steamers to and from Bombay, China, and Australia are to make their headquarters at the Tilbury Dock, and the embarking and landing of passengers and the loading and discharging of cargo will take place the rest of it at the Royal Albert Dock, as hitherto. The intermediate steamer to and from Australia and China will continue to be berthed at the Royal Albert Dock.

WRITING to the N. C. D. News their Foochow correspondent reports:—A number of deaths from the bubonic plague have already been reported from the Fuhshing and Hinghua region, between here and Amoy, and it is feared that in this respect the present year may be worse than the last. Owing to their greater cleanliness and their willingness to utilise improved methods, the native Christians have as a class, learned to cope more successfully with the fell destroyer than is the case with the dark-skinned "superstitious" masses. Hence the mortality among the Christians has doubtless been much less proportionately than among the heathen.

INDIAN newspapers of a recent date state it is not at present known in India how long General Creagh is to be detained in command of the China Field Force; but as the arrangements are now under the direct control of the home authorities the presumption is that the detention of a general officer of the Indian establishment in Northern China is only a very temporary measure. Meanwhile General Reid will continue to officiate in the Mhow command, to which General Creagh was lately appointed. Orders are about to be issued laying down that no officer is to proceed on colonial service with native troops from India unless he has qualified in the language.

ONE of the sights of Hongkong and Shanghai—at least to him who looks at more than the mere exterior of things—is the Indian constabulary, says a Japan contemporary. Tall—most of them being full six feet high—stout, fiercely bearded, expert in the use of arms, able to read and write, and intensely loyal to the British raj, these men, generally Sikhs, have all been in the regular army, while the majority have served as non-commissioned officers. These Sikhs are, to all intents and purposes, gendarmes, for they are different, for example in Hongkong, from the local Chinese police, as are the *kempis* of Japan from the ordinary *jumans*. And indeed in almost every British colony or possession that is not wholly inhabited by Europeans, we find the same high-class constabulary, all based on lines precisely similar to the organisation of the gendarmes in Japan.

WRITING in a home paper the financial editor says:—The silver market is not likely to be pleased with the announcement that the Commission appointed by the Colonial Office to consider the question of the establishment of a gold standard in the Straits Settlements and the Federated Malay States has reported favourably. Silver is not likely at any future time to return to favour and to recover to the prices of some years ago; for the production goes on increasing year by year, and every penny added to the quotation stimulates mining activity, while the industrial consumption does not grow at any very rapid rate. Anyway the currency demand is the mainstay of the metal, and nation after nation is abandoning it or is endeavouring, like Mexico and China, to find a sort of compromise whereby the price may be kept at a fair thing by international agreement—which is bi-metallic under another name, and to our mind quite unworkable. But the best hope for silver rests upon some such agreement.

THE CHINA STATION.

NEW CRUISER DIVISION.

The Central News understands that it has been decided to form a new cruiser division for the China Station, of which H.M.S. *Leviathan* will probably be the flagship. The *Leviathan* has been ordered to be commissioned at Portsmouth to-morrow for the China Station. The *Leviathan* is to relieve the *Argonaut*, cruiser, Captain C. H. Cherry. She is a new first-class armoured cruiser of 14,100 tons displacement, and carries with 11,000 tons displacement of the *Argonaut*, so that she is an accession of strength to the China Squadron. Her complement will be 865 officers and men.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

EMPLOYERS AND SERVANTS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH".
DEAR SIR,—Your leading article of the 13th inst. was on a subject of paramount importance to the whole commercial population of the Colony. It is absolutely necessary that we should have an authoritative reading of the application of sections 7 and 23 of the Ordinance, as not having had a definite interpretation laid down in the recent case of Powell v. Ng Kai we are now in the position of the man in the song "E dunno where 'e are." I certainly do not agree with your opinion expressed in the article in question that the recent case was one which a magistrate could not take cognizance of on the grounds that section 7, prescribing the manner in which a contract shall be executed, had not been complied with. On your contention all existing contracts made previous to the Ordinance are null and void. Why so? Section 7 provides for the execution of future contracts under the Ordinance and section 23 brings up old contracts into line with the new ones so far as benefits to both parties are concerned but not as to execution. Section 23 clearly allows for previous execution of contracts. "Every contract of service though in force at the coming into operation of this Ordinance (and therefore previously executed) shall come under the provisions, but palpably not under a provision relating to the execution of contracts under section 7. Looking at the matter from the deductive point of view, surely if your contention were true allowance would have been made in Section 7 not only for the execution of new contracts but for the re-execution of contracts rendered null and void thereby.

"Contract of service" seems clearly shown in this case, the defendant personally contracting to make certain gains in a certain monthly wage for a certain period of time. Section 2 includes "hand craftsman" and "labourer" as servants in the meaning of the Ordinance, and as defendant contracts as a tailor it appears to be merely a question of the quantity of skill required in his particular work, as to whether he comes under the first heading or the second; but under one of them he surely must come and to hold that as tailors are a fairly numerous class and are not specially designated and therefore were not intended to come within the meaning of the Ordinance is surely straining the point. It behoves the commercial community to look into the questions raised in the present case as these recent events incline to show us that we are being led into a confusion worse confounded, a result certainly not to be desired having regard to the difficulties that existed between employer and employee in this Colony before this Ordinance became law.—Yours, etc.,

NUNQUAM.

Hongkong, 15th June, 1903.
[The determination, in a summary manner, of any case under the Employers and Servants Ordinance is vested in the police magistrate by section 12 of the Ordinance, and the decision in the case referred to by "Nunquam" must be accepted until a different construction is given of the law on which it was decided. We adhere to our view that, by the strict wording of section 23 a compliance with the formalities required under section 7 for the execution of agreements must be observed in the case of contracts existing before the coming into force of the Ordinance. The former section reads as follows:—"Every contract of service though in force at the coming into operation of this Ordinance shall nevertheless be subject to the provisions thereof, and the parties thereto shall be entitled to the benefit of such provisions." While it is quite true that the benefits of the Ordinance shall be extended to the parties to an agreement the observance of its provisions have nevertheless to be complied with in order, in our opinion, to make the agreement effective. One of these provisions, an essential one, is, of course, section 7. We hold that the provisions apply not in part only, but in full. Hence the requirements of section 7 cannot be set aside where relief under the Ordinance is sought to be obtained as in the case of Powell v. Ng Kai. Our correspondent's interpretation of the term "contract of service" coincides with our own.—ED. H. C. T.]

TO THE EDITOR OF THE "HONGKONG TELEGRAPH".

DEAR SIR,—In your leading article of 13th inst. dealing with the case of Messrs. Wm. Powell, Ltd. against a Chinese tailor, permit me to point out that the opinion you hold regarding the non-compliance with the provisions of Ordinance 43 by the plaintiffs on the fact that the agreement was not signed before a magistrate after December 17th is unquestionably wrong. Take it from a common sense point of view.—According to your argument all agreements made prior to December 17th unless signed by a magistrate are now null and void no matter how many years they may have been valid. Now is it reasonable to suppose that every employer of labour is going before a magistrate with a string of employees in his wake to go into a matter of agreement with each in turn and can one think for one moment that the servants on long period contracts are going to again sign on the same terms knowing that the agreement is not worth the paper on which it is written? I think not, at any rate there must be a large percentage of employees on agreement only ready to break them at the slightest opportunity. Referring to the finding of his Worship, as reported in Friday's issue, one cannot help thinking that the case was dealt with in an extraordinary manner inasmuch as a small point of law should entirely overrule and throw out of the case the many and serious offences as laid down in the summons. His Worship ruled that the defendant did not come under the Ordinance as he was not a servant in the meaning of the Act. Now what is a tailor? (1) He works with his hands as a skilled labourer. (2) He is a servant in manufacture (of garments), therefore he is either a handicraftsman or a labourer, both of which

are clearly put down in section 2 (servant) in the Ordinance. It is a pity that these cases are not settled on the evidence alone and not by spinning at a knot and swallowing a camel; as under these conditions our servants will become more unruly and ourselves more despairing of getting satisfaction.—I am, Yours etc.,

SPECTEMUR AGENDO.

Hongkong, 15th June, 1903.

[The first of the contentions raised by "Spectemur Agendo" is disposed of in the note appended to the foregoing letters. We did not state that agreements have to be signed "by" a Magistrate to make them binding; but that under the Ordinance they must be executed in duplicate in the presence of "that official." Had a more careful examination of the text of the law been made no such error would have been committed as is shown in the statement that "no matter how many years they may have been valid." A limitation clause is explicitly inserted in the ordinance, and it will be found embodied in section 8. Regarding the more comprehensive construction of the term "servant" it just bears out our own interpretation of the word as defined by law.—ED. H. C. T.]

VOLUNTEERS AT CHURCH.

PRESENTATION OF WAR MEDAL.

There was a surprisingly miserable muster of members of the Volunteer Artillery at Church Parade yesterday morning, when the Honorary Colonel, H.E. Sir H. A. Blake, G.C.M.G., pinned the South Africa war medal, with the "Wittenbergen" and "C. de Colony" clasp, on the tunic of an over-Sergeant Hawkes, late 1st South Stafford Regiment. In doing so H.E. referred to the good record of the "Staffords," and observed that now Army-Sergeant Hawkes had joined the Hongkong Volunteers it would doubtless be interesting to him to know that that corps was amongst the first to volunteer for service in South Africa. The offer was not accepted, but the fact of its having been made showed that the Hongkong Volunteer Corps was ready then, as now, to take its place in the field for the honour and glory of the Empire.

The parade, which was under the command of Major Chapman, was then dismissed by the hand of the Sherwood Foresters playing the opening bars of the National Anthem.

VICEROY OF TWO KWANG.

ARRIVES IN HONGKONG.

Early yesterday morning the firing of salutes at the entrance to the harbour announced the arrival of the Chinese cruiser *Hui Tien* from Shanghai, with H.E. Tien Chun-huen, the Viceroy designate of the Two Kwang provinces, aboard. He was accompanied by members of his family and secretarial staff, and the cruiser also brought 100 troops from Hankow for service in Kwangsi. Shortly after eight o'clock the salute was returned by the *Tamara* and the Russian battleship *Pobeda*, and, at one o'clock in the afternoon, the further firing of heavy guns greeted His Excellency as he landed from a launch at Blake Pier, where he was received by Sir John Keane, Private Secretary to H.E. the Governor, and escorted to Government House. A guard of honour, composed of a detachment of the 33rd Burma Light Infantry was drawn up by the Pier, and H.E. accompanied by his staff, proceeded to Government House and lunched with Sir Henry Blake. The visit concluded about four o'clock and H.E. proceeded aboard the cruiser, and shortly after five o'clock left for Canton.

THE PLAGUE.

During the forty-eight hours ended at noon to-day 14 further cases of bubonic plague, making, according to the official return, 184 since January 1st, were reported. Of these one Indian and eleven Chinese cases were fatal. Two Chinese cases are reported from the *Rose* to *Mary*, while in eight cases bodies were dumped.

The weekly return to hand shows that during the seven days ended at noon on Saturday there were 120 cases with 78 deaths. Twelve were European, six Indian, three Japanese and 99 Chinese cases. Since January 1st 25 Europeans have been attacked, in four cases with fatal results. During the past week one European died from cholera.

Commencing this afternoon at half past five o'clock and for the next two evenings prayers will be offered at the Roman Catholic Cathedral, Glebe, in supplication for the abatement of the present epidemic. The Right Rev. Bishop Pinzoli will conduct the service each evening, and we are requested to state that all Catholics in the Colony are invited to attend the service.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Suining*) to-morrow.
Canadian (*Empress of India*) to-morrow.
English (*Ballaarat*) 18th inst.
American (*Siberia*) 20th inst.
Australian (*Tullyuan*) 22nd inst.
German (*Roon*) 24th inst.
German (*Hamburg*) 24th inst.
American (*Coptic*) 1st prox.
Canadian (*Tartar*) 1st prox.

The N. Y. S. Co.'s s.s. *Tacoma* arrived at Yokohama on 13th inst.
The P. & O. S. N. Co.'s s.s. *Patria* left Singapore for this port on 13th inst.
The B. S. S. Co.'s s.s. *Shanmoo* arrived from Yokohama for Victoria, B.C., on 14th inst.
The Imperial German Mail s.s. *Roon* left Kobe via Nagasaki, Shanghai and Foochow 14th inst. and may be expected here on 24th inst.
The P. & O. S. N. Co.'s s.s. *Albatross* left Singapore for this port on 13th inst. at 5 p.m., with the outward English Mails, and is due here on 18th inst. at about noon.

The Imperial German Mail s.s. *Hamburg* carrying the German Mails with dates from Berlin of the 26th ult., left Colombo on Sunday, 22nd inst., and may be expected here on 24th inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

(Route's.)

SERVIA.

LONDON, 12th June. The Army has proclaimed the pretender Peter Karageorgievitch, King of Servia; the pretender is at present at Geneva and professes astonishment at the events in Belgrade. An official statement from Belgrade states that besides the King and Queen, two of the Queen's brothers, the Premier, the Minister for War and four officers were assassinated and the Minister for the Interior and a General severely wounded. The National Convention called for the 15th inst. will elect a King, and the election will be subject to the recognition of Russia and Austria. The British press is horrified and exhorts the Powers not to recognize a successor who is not able to prove his innocence of complicity.

LATER.

The late King Alexander and Queen Draga were unceremoniously buried at night in the Obrenovitch family vault. The Powers have evidently resolved to acquiesce in the situation especially in view of the attitude of the Serbians, who loudly abuse the late regime, especially execrating Queen Draga.

The Finance Bill.

June 13th.

The Finance Bill has passed the Second Reading without a division.

The King's Visit to Ireland.

The King's visit to Ireland will include three or four days in the West in order to see as much as possible of the conditions of life there.

(N. C. Daily News.)

Railway Extension From Peking.

Peking, 9th June.

The Chinese who recently secured the right to construct a railway between Changchikou (Kaklan) and Peking have decided to commence the work, and they are now endeavouring to get the necessary capital subscribed.

The Tour of the Russian War Minister.

General Kuropatkin left Vladivostok for Japan on Monday.

The Opening of Manchuria.

Tokio, 9th June.

There are evidences of the growth of public opinion in Japan in favour of opening Moukden and Tatung, a proposal which was originally initiated at Shanghai in the negotiations for the revised commercial treaty.

LATER.

The Russian Minister, Mr. Lessar, called on Prince Ching at his private residence yesterday, and formally opened negotiations on the Manchurian question.

Prince Ching has denied himself to all the other Ministers during his sick leave, but Mr. Pao of the Russo-Chinese Bank was allowed to have several interviews with him and secretly negotiated with him prior to returning to Russia.

Baron Kodama to Visit England.

Tokio, 10th June.

Lieut. General Baron Kodama, Governor-General of Formosa, is to visit England shortly, going thence to the Transvaal to inspect the working of the British colonial system.

Weakness of John Farleyoorn in Japan.

10th June.

Owing to the inclemency of the season, the barley crop this year in Japan is weaker than it has been for ten years back, being eighteen per cent. below the average.

Mr. Chamberlain on the Horns of a Dilemma.

LONDON, 10th June.

The Daily News, Daily Chronicle, and Daily Mail consider the situation impossible. Mr. Chamberlain is confronted with the alternative of submission to the majority of the Cabinet, or resignation. In either case the Government cannot last.

Accident to a British Cruiser at Gibraltar.

LOND. M., 10th June.

There has been a boiler accident on the cruiser *Gord Hope* at Gibraltar. An engineer and six men were severely injured.

LATER.

Three of the men injured in the accident on H.M.S. *Gord Hope* have since died.

NEW VESSEL FOR CHINA SERVICE.

Recently the new steamer *Unda*, built by Messrs. J. Priestman and Co., Sunderland, proceeded to sea on her official trial trip. The vessel has been built to the order of Messrs. Reed, McNair and Co., of Glasgow, to trade on the China coast and is of the following dimensions: Length, 255 feet; beam, 35 feet; depth moulded, 21 feet 6 inches. She will take the highest class in Lloyd's Registry and Norwegian Vitas. The engines and boilers have been fitted by the North-Eastern Marine Engineering Company, Sunderland, the cylinders being 30 and 49 inches diameter, with a 33 inch stroke. The trial was a complete success, a speed of about 10 knots being attained in a rough sea.

THE I. C. S. M. CO.'S "TUNG SHING."

The trial trip of the Indo-China Steam Navigation Company's new steamer *Tung Shing* passed off recently in a very successful manner. The steamer, which has been built and equipped by Messrs. Wigham & Richardson

at their Negunee Works, Newcastle-on-Tyne, is 275 feet in length by 40 feet beam, and is fitted with accommodation for a limited number of European and Chinese passengers. The engines are of the triple-expansion type, and on the trial trip they worked to the satisfaction of all concerned.

THE STRAITS CURRENCY.

The statement made by Mr. William Adamson, C.M.G., the chairman of the Straits Association and the delegate nominated by the Association as its representative on the Straits Currency Commission, places us in possession of all the essential facts of the report of that Commission. Mr. Adamson confirmed what was already briefly known on this side, with amplifications on some of the points. The knowledge we now have confirms the opinion we gave in our last issue that the report has the very considerable recommendation of being extremely simple. Perhaps in a sense it is not final, but the ultimate end to be achieved is fairly of value, and this is at least in sight. The report, however, purposely leaves the question of ratio to be fixed later. Not having a coin of its own which in the hands of a strong government can be made, within the limits of ordinary business reservations, an effective and stable rate a new one is essential to the scheme. This is the end that it is desired to achieve. We should imagine that when the ratio comes to be fixed which point is left to the Government of the Straits Settlements to settle, that a nominal 25. rate would probably be found the best to adopt. Leaving out the fractions, this would coincide with the Japanese yen, with the new Philippine peso, and with the gold standard adopted by Siam. There is, the more, much to be said in favour of such a figure. It will be gathered that the new scheme does not necessitate the establishment of a Customs House in the colony, which would have been a fatal objection to it in free trade ports. The new dollar will come in automatically and, presumably, will remain there, as in a short time it will be more valuable in the colony and Federated Malay States than it is outside those regions. During its introduction the Government currency notes should assist in tide over any temporary stringency. We shall have the report and evidence published very shortly—possibly within a week—and doubtless the decision of the Singapore Government will be made known about the same time. Mr. Secretary Chamberlain has given authority to the Governor to act on the report, and as time will have been allowed for its consideration there would seem no reason for delay. Judging by the apparent sense of the meeting there were no objections to the proposals. It will be noted that the scheme adopted by the Commission is in many respects similar to that recommended by Mr. Joseph Heim some years ago, and bears likewise a strong resemblance to what Mr. Robert Craig proposed. The actual proposals as recorded in the report are, we believe, due to Sir David Barbour, the Chairman of the Commission. The Committee certainly possessed a great advantage in having for its chairman a man of Sir David Barbour's large experience and ability in currency questions. It only remains to hope that in the preparation of the dies for the new coin a somewhat more artistic design will be chosen than what has, we can only say, disgraced the British dollar.—L. C. C. Express.

OUR MAILS FROM HOME.

QUESTION OF ACCELERATION.

In the House of Commons on 11th ult., Mr. Austen Chamberlain stated that notice had been given to terminate the existing contract with the Peninsular and Oriental Company for the conveyance of mails to India, China, and Australia, and he added that the authorities were quite agreed that it might be possible to obtain a better service at a lower price. The chief if not the only point at issue is the question of speed, which it may be at once admitted falls below modern ideals. Mr. Caldwell, M.P., stated the usual P. and O. rate was 124 miles, or knots, per hour. Apparently this is about the average. P. and O. to Port Said, a distance of 90 miles, takes three days; to Aden, 735 miles, eight days; to Bombay, 4,000 miles, thirteen days; to Shanghai, 8,841, thirty-one days; to Sydney, 9,974, thirty-four days. These times, including stoppages, work out at practically 30 miles per day; but it has of course to be remembered that delays in the Suez Canal, and stoppages at Port Said, Aden, Colombo, Penang, Hongkong, and Singapore, considerably reduce, and to an extent difficult to calculate, the actual rate of steaming. The difficulty of coaling has also to be taken into account in long voyages in Eastern waters, as compared, for example, with Transatlantic liners, in which no delays for coaling occur. At the present time the P. and O. hold the record over their competitors in the East, the Messageries Maritimes and the North German Lloyd. All allowances made, however, commercial opinion is unanimous that when the next agreement is made a faster service must be insisted upon.

The present contract expires on Jan. 31, 1905. In Government accounts the mail subsidy to P. and O. is given at £132,000; in the company's report, however, the net amount, after certain deductions, figures at £125,143 19s 2d. As the paid-up capital of the company is £2,300,000, the subsidy is equivalent to over 10 per cent. on this amount, after payment of 33 per cent. on the Debenture stock. Sir Spencer Walpole, late Secretary to the General Post Office, giving evidence before the Select Committee on Steamship Subsidies, stated that "This amount was the lowest sum at which they were able to get the work done by British ships," and that the total was a reduction of £20,000 on the previous contract. As a matter of fact, the Postmaster-General in inviting tenders does

not make the British flag a condition, though of course the disposition exists, if possible, to return the service in national hands, especially as one object of the subsidies is to secure for auxiliary steamships in war time.

It was reported by the Committee that the subsidy to the P. and O. was by far the largest paid by the United Kingdom. The £330,000 covers a weekly mail to India and a fortnightly service to China and to Australia. The Orient Line, for a fortnightly mail to Australia, receive £85,000. For the South African weekly service to the Cape the Union Castle Company obtain £135,000, and for a fortnightly mail to the West Indies the Royal Mail get £80,000. The latter amount, by the way, is less than one-third what the company were receiving in 1850. A highly important factor to which the Postmaster-General referred on the 11th May is the competition of the Trans-Siberian Railway. His Majesty's Government have been in negotiation with the authorities of that line, but, as Mr. Austen Chamberlain stated, they had not been able to come to any agreement—which being translated means that the Russian authorities are asking far too much. For a northern China, Peking, Japan, and no doubt Shanghai, this route will save from five to ten days. The computed time from London to Vladivostok is twenty days.

It may be assumed that the P. and O. will be prepared to meet our businesslike Postmaster-General in a businesslike spirit. The following inference from their latest report seems to foreshadow as much: "It is doubly fortunate that circumstances should render this addition to the sinking fund (reaching the considerable sum of £600,000) practicable at the moment when the company's mail services are about to come under review, and when, therefore, prudent considerations are of the utmost importance, in view of the outlay which will probably be necessary at no distant date in connection with future operations."

P. & O. LINER ON FIRE.

The P. and O. liner *Formosa*, which arrived in London from China on May 11 and was berthed alongside No. 3 wharves, Royal Albert Docks, took fire about 11 o'clock at night. The outbreak occurred in No. 7 hold, which was loaded with coconuts oil. The flames quickly attained a firm hold, and necessitated the services of even floats and an equal number of steamers. Telegraphing next morning the Press Association correspondent said: "Early this morning further assistance had to be requisitioned to subdue the outbreak. A large number of steamers and floats were engaged in the work, but it was not until nearly six o'clock that the flames were extinguished. The flames then started to pump the water out of the steamer, and when this is accomplished the extent of the damage will be ascertained. 'He hold in which the outbreak occurred was only a small one, and beyond the damage to the cargo no harm, the company states, was done."

Another account says: "The fire has principally affected the copra and coconut oil on board, but some water damage was also done, and this will be treated as 'general average' and spread over the vessel and her freight. The P. and O. Company has a floating fire policy (effected with marine underwriters) for £1,300,000 on the fleet, covering fire risks going from Gravesend to London, in and out. Under this policy the *Formosa*, which is 4,045 tons, is valued at £144,500 a ton, or about £600,000, and underwriters will be liable for the fire damage to the hull. A later message says that the damage is less serious than was feared. The fire and water damage has been confined to one small hold, in which was coconut oil and fibre. The hull is stated to have sustained no damage."

COMMERCIAL.

JELEBU MINING CO.

At the 27th ordinary general meeting of shareholders in the Jelebu Mining and Trading Co., Ltd., held at the office of Messrs. Synce and Co., the general agents, on the 6th inst., the report and accounts as submitted were passed nem. con. Mr. Nathan, the retiring director, and Messrs. Gunn and Co., the retiring auditors, were re-elected and this practically concluded the business of the meeting.

RAUBS.

The following is taken from the report of the general manager for last month:—
New Main Shafts.—The results of prospecting work in and from the eastward as described in the present and some previous reports, give every indication that in this eastern half of Komati Hill, we have a lode formation quite as important as that on the western side, which has hitherto been the mainstay of our operations. This more easterly lode, which will in future be called No. 2, to avoid confusion with another lode on the estate which has for years been known as the Eastern Lode, is so distant from our existing Main Shaft that it cannot conveniently be worked from it. Moreover, with the Western Tunnel under way, and the decline of Bukit Hiam, we shall soon have to rely on Komati Shaft alone to give us our entire supply of milling stuff, while it has also to provide the necessary accommodation for all development work and for pumping. We could not afford to be thus restricted, even if the present shaft were much more capacious and reliable than it is. For these two excellent reasons, therefore, the sinking of a new main shaft does not admit of delay. This shaft is designed to have four compartments, two being the main hauling ways, one for pumps and ladders, and one for sinking only, this last being served by an independent hoist. The all-over dimensions will be 18 ft. by 5 ft. inside timbers, and it will be capable of going to any desired depth, and of supplying 100 head of

stamps if required. An order has already been given for cutting such special-dimension timber as is needed. The main hoisting engine, the sinking engine, the pumps, and the blast for the fan which will probably be necessary for ventilating in depth, and for the smithy at the shaft head, will all be designed for electric motive power. For hauling all machinery, plant, timber and supplies up to site, a short branch tramline will all be laid from in front of the fitting shop, and the hauling will be done by one of our small electric motors with the help of friction gear. Already electric light is furnished to the air shaft (see below). While the new machinery for deeper work is being made, we shall still use the small boiler, steam winch and headgear from Bukit Nibong, which will suffice for limited depth. Meantime, as a preliminary, we are sinking an Air Shaft for the East Adit, which, by means of a small crosscut, will connect the new shaft and the east adit, at a depth of 84 ft. Some 71 ft. of this sinking has been already done. When the level of the adit is reached, the air shaft, which measures only about 6 ft. by 3 ft., will be stripped down, and the dirt will be trucked out through the adit with great economy. This very useful work will be going on while the first headgear and hoisting plant are being got ready.

HEMP, SUGAR, RICE.

In their circular, dated Manila, 30th ult., Messrs. Warner, Barnes & Co., Ltd., state:—
Hemp: Although locally there has been more activity during the past fortnight—transactions have not been large, both U. K. & U. S. markets are very quiet, and sterling values are more or less unchanged. It is probable that the week ending to-morrow may show very heavy receipts as several arrivals calculated for next week are likely to turn up to-morrow. The state of paralysis still exists in Albany, and arrivals from there are only trifling. We quote fair current to day, @ \$20.50 per cwt. buyers, equal @ Exchange 1/8 11/16 to 1/33 5/6 per ton f. o. b.

Sugar: Manila.—Nominal, nothing offering. Taal: No crop.
Hilo: Market has been dull during the past fortnight—the only transactions reported being the sales of 1,000 tons No. 3 at \$4.50 and 1,000 tons at \$4.60, 1,800 tons of usual assorted have been on offer at \$4.87 without finding buyers. We believe if \$4.34 were offered it would lead to business. This we call to-day's quotation which equals at exchange 1/8 1/2 7/8 6 per ton f. o. b.

Rice: Several cargoes have arrived during the interval, as there is practically no province the demand to supply, prices are much easier, and Saigon being offered at \$6.50 per picul f. o. b., this, however, is under the parity of Saigon prices which are still fairly steady.
FREIGHT, COAL, AND KEROSENE.
Messrs. Wheelock & Co. report, under date 11th inst.:—
Our Homeward Freight market has been slightly more active during the past fortnight as the first of the new season's teas have come down, and we hope to see a still further improvement as soon as the local tea market has got into full swing. In anticipation of a rise the rate has gone up to 3/- per ton on tea to New York via Suez, whilst general cargo remains steady at 25/- per ton. It is worthy of note that the *Glen Line* have again put a boat, the *Glenhead*, on the berth direct from Hankow to London, and we understand she secured almost a full cargo in Hankow; she left Woosung on the 3rd inst. for Foochow where she expects to fill up.

Coastwise.—This market since last writing has continued weak. Yangtze rice freights are down to 19 candelars and the season is practically over. Reports from the South, where there is an abundance of spare tonnage, are also very discouraging, so that the outlook for the summer months is not very bright.

Coal.—Japan.—There has been very little doing in this market since last writing and there is nothing of interest to report; arrivals continue pretty much the same as usual, but freights are down all round, as low as \$1.25 having been offered from Moji to this.

Kerosene Oil.—Although the price quoted at the Tea-shops is 1s. 2 1/2 for Devos, importers are still sticking out for 1s. 2 1/2 less 2%, but we have not heard of any business settled at that figure.
In Anchor chop the price quoted at the Tea-shops is 1s. 2 1/2, whereas first hands are asking 1s. 2 1/2 less 2% for cargo to arrive, on which basis we under (and about 100,000 cases have changed hands).

Dragon chop is quoted at 1s. 1 1/2 net, whilst importers are asking 1s. 2 1/2 less 2%, but there has been nothing doing. There has been a slight business done in bulk oil at the Tea-shops at the rate of 1s. 1 1/2 and from importers at 1s. 1 1/2 less 2%.

TO-DAY'S EXCHANGE.
ON LONDON, Telegraphic Transfer 1/8 1/2
Bank Bills, on demand 8 3/16
Credits, 4 months' sight 1/8 1/2
Dinara, 4 months' sight 1/8 1/2
ON BERLIN, (demand) 1/8 1/2
ON PARIS, Bank Bills, on demand 1/8 1/2
Credits, 4 months' sight 1/8 1/2
ON NEW YORK, Bank Bills, on demand 41
Credits, 30 days' sight 41 1/2
ON BOMBAY, Telegraphic Transfer 12 1/2
On demand 12 1/2
ON SHANGHAI, Telegraphic Transfer 1/4
Private 30 days' sight none
ON YOKOHAMA, T.T. 1/4
Sovereigns, Bank's Buying Rate \$11 85
Gold Leaf 100 touch, per tael 61.35
Bar Silver 24 5/16

OPIMUM QUOTATIONS.
To-day's quotations are as follows:—
MALAYA NEW @ No sales
LAST YEAR @ 1.000
OLDEST @ 1.080/1.100
PATNA NEW @ 1.040
OLD @ 1.021
BENARES NEW @ 1.050
OLD @ 1.028
PERSIAN (LAPK) @ No sales

TO-DAY'S Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (TUESDAY), the 16th June, 1903, at 11 A.M., at their

SALES ROOMS, No. 8, Des Vieux Road, Corner of Ice House Street, SUNDAY

HOUSEHOLD FURNITURE, Comprising:—SINGLE IRON BEDSTEADS WITH WIRE and HAIR MATTRESSES Complete, One Large WOODEN HOME-MADE BED, CAMP BED, PICTURES, TIENTSIN CARPETS, CHAIRS, &c., &c.

Also TWO COMPASSES, One SEXTANT, One COTTAGE PIANO, by Collard & Collard, London;

AND A Quantity of GOLD and DIAMOND JEWELLERY.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 15th June, 1903. [703r

EXTRAORDINARY ART SALE. THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

THURSDAY the 18th June, 1903, at 2.30 P.M., at their

SALES ROOMS, No. 8, Des Vieux Road, Corner of Ice House Street, A VERY FINE COLLECTION OF JAPANESE SILK EMBROIDERIES AND TEXTILES,

Comprising:—RARE PALACE and TEMPLE HANGINGS, FINE OLD BROCADES, BEAUTIFUL SILK EMBROIDERED KIMONOS, ARTISTIC CUT VELVET PICTURES, and VERY FINE SILK EMBROIDERED SCREENS;

NOTE:—The above is one of the Finest Collections of Embroideries hitherto offered for sale and for the most part will be sold without reserve.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 15th June, 1903. [703r

WANTED TO EXCHANGE—TASMANIAN FOR CHINA BIRDS' EGGS and SHELLS.—W. ATKINS, HOBART, TASMANIA, AUSTRALIA.

15th June, 1903. [704r

FOR YOKOHAMA AND KOBE. THE H.A.L. Steamship

"AMBRIA," Captain Duckstein, will be despatched for the above Ports on WEDNESDAY, the 17th instant, at Noon.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 15th June, 1903. [706r

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW. THE Company's Steamship

"HAITAN," Captain Roach, will be despatched for the above Ports on THURSDAY, the 18th instant, at 11 A.M.

For Freight or Passage, apply to DOUGLAS, LARPAIK & Co., General Managers.

Hongkong, 15th June, 1903. [707r

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"YUENSANG," Captain S. J. Payne, will be despatched as above on FRIDAY, the 19th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 15th June, 1903. [708r

FROM HAMBURG, PENANG AND SINGAPORE. THE H.A.L. Steamship

"AMBRIA," Captain Duckstein, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded under notice to the contrary be given before 3 p.m. TO-DAY, the 15th inst. Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 15th June, 1903. [710r

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE. THE Steamship

"MORAVIA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 15th June, 1903. [711r

To-day's Advertisements.

S.S. "ERNEST-SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Cordouan*, and from Bordeaux ex s.s. *Ville de Cotte*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, of the 14th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after SATURDAY, the 20th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd instant, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 22nd instant, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 15th June, 1903. [700r

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE. THE Steamship

"TRIESTE," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—From Trieste, ex s.s. *Imperator* transhipped at Bombay.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns, after the 21st instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 15th June, 1903. [687r

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSEN," of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 22nd instant, at 3.30 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co., Agents.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 17th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.
GLASGOW and LIVERPOOL	"TYDEUS"	On 3rd July.
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.
GLASGOW and LIVERPOOL	"DIOMED"	On 16th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 9th August.

S.S. "PROMETHEUS" left Singapore 12th inst. and is due here 17th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LIVERPOOL, MARSEILLES, LONDON & ABERDEEN	"HYSON"	On 16th June.
MARSEILLES, LONDON & ABERDEEN	"ANTENOR"	On 23rd June.
LIVERPOOL, MARSEILLES, LONDON & ABERDEEN	"ALCINOUS"	On 7th July.
MARSEILLES, LONDON & ABERDEEN	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON & ABERDEEN	"PELEUS"	On 21st July.
MARSEILLES, LONDON & ABERDEEN	"STENTOR"	On 4th August.
MARSEILLES, LONDON & ABERDEEN	"DARDANUS"	On 18th August.

* Taking Cargo for Liverpool at London Rates.
S.S. "HYSON" left Shanghai 12th inst. for this.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"MACHAON"	On 14th July.
	"NINGCHOW"	On 10th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th June, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI, SAMARANG and SOERABAYA	"YUNNAN"	17th June.
MANILA	"SUNGKIANG"	" at Noon.
TIENTSIN	"KWEIYANG"	" 18th "
CEBU and ILOILO	"KAIFONG"	" 22nd "
MANILA	"CHINGTU"	" 4th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	" 4th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th June, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 20th June, at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 27th June, at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 13th June, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	R. P. Craven	July 14, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, "
"INDRASAMHA"	5,197	W. E. Craven	Sept. 13, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

1266c

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	FRIDAY, 19th June.
FOR ANPING*	"MAIDZURU MARU"	T. Sato	SUNDAY, 21st June.
FOR TAMSUI*	"DAIGI MARU"	T. W. Groves	THURSDAY, 25th June.
FOR FOCHOW*	"ANPING MARU"	J. Goto	

* Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 13th June, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$25. RETURN, \$40.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st May, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.
Passage Fare, \$4 Single Journey.
Meals \$1 each.
The Company's Wharf is West of the Hongkong Harbour Master's Office.SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 30th May, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.
THE Steamship
"CHU KONG,"
Capt. Mason.Departures from HONGKONG to MACAO, Daily, at 7.30 A.M. SUNDAY including. Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.
This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class	\$1.50
2nd	70
3rd	30

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.
Hongkong, 30th May, 1903.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"
Capt. N. J. G. O'Brien, will be despatched for the above Ports TO-MORROW, the 16th instant, at Noon.
For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 15th June, 1903.

TOYO KISEN KAISHA
MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	E. P. Bishop	3,869	TUESDAY, 16th June at 11 A.M.
ROSETTA MARU	N. Tate	3,876	FRIDAY, 19th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 15th June, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ AND PORT SAID.(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)
THE Company's Steamship"MORAVIA,"
Captain Seich, will be despatched as above on WEDNESDAY, the 17th instant, P.M.For Information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents,
Prince's Buildings.

Hongkong, 1st June, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP
VIA SUEZ CANAL.

THE Steamship

"GLENFARQ,"
Captain Holman, will be despatched as above on TUESDAY, the 23rd June.For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 27th May, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK,"
Captain Rafferty, will be despatched as above on THURSDAY, the 9th July.For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 5th June, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"
Captain Evans, will be despatched for the above Ports, TO-MORROW, the 16th instant, at 11 A.M.
For Freight or Passage, apply to
DOUGLAS, LAFAIK & Co.,
General Managers.

Hongkong, 15th June, 1903.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship

"KUMANO MARU,"
4,500 Tons, Captain E. W. Haswell, will be despatched for the above Port on FRIDAY, the 19th instant, at 4 P.M.

This Well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to
A. S. MIHARA,
Manager.

Hongkong, 13th June, 1903.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.(With Liberty to call at PHILIPPINE PORTS.)
PROPOSED SAILINGS FROM HONGKONG.1903. About
"CHARLES TIBERGHEN" 24th June.
"MACDUFF" 15th July.
"SAINT BEDE" 25th July.
For Freight and further information, apply toDODWELL & Co., LIMITED,
Agents.

Hongkong, 12th June, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)
THE Company's Steamship"VINDOBONA,"
Captain Cabot, will be despatched as above on FRIDAY, the 16th instant, P.M.For Information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 12th June, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO
YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE,"
Captain Mecozzi, will leave for the above places on WEDNESDAY, the 17th instant, P.M. This steamer has capital accommodation for passengers. Electric light and carries a doctor.For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents,
Prince's Buildings.

Hongkong, 10th June, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship"EASTERN,"
Captain Ellis, will be despatched for the above Ports, on WEDNESDAY, the 1st July, at Noon.

This Well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 10th June, 1903.

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLOMOND,"
Captain Hutton, will be despatched as above on or about THURSDAY, the 2nd July.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 10th July, 1903.

Shipping.

STEAMERS.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain SAMUEL BELL SMITH.

DAILY Departure from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 P.M. SUNDAY included.
1st Class fare (including cabin and servant), \$3; return ticket, \$5.
2nd Class, \$1.50 return ticket, \$2.50.
3rd Class, \$1.
Steerage, \$0.50.Superior cabin accommodation.
Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.For Freight, &c., apply to—
SAM WANG & CO., LD.,
81, Queen's Road Central.

Hongkong, 13th June, 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW
VOYK VIA THE SUEZ CANAL.
THE Company's Steamship"ARARA,"
Captain Williamson, will be despatched on THURSDAY, the 18th instant, to be followed by the Steamship"VERONA,"
Captain J. Hansen, on or about WEDNESDAY, the 15th July.For Freight, &c., apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 12th June, 1903.

Intimations.



DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
26, Commercial Road Central
Hongkong, 9th February, 1903.FLUID
OIL
CRUDE FLUID
POWDER
EMBOCATION
SOAPS
DISINFECTORS
INHALERS
FUMIGATORSCOLORLESS
FRAGRANT
NON-POISONOUS
DOES NOT
STAIN
KILLS ALL
GERMS
OXYGENATES
THE AIR.Sulphur Gases - KINGZETT'S
Formal, Fumigators,
PATENTS.

"HOW TO DISINFECT" Book Free.

THE "SANITAS" CO., Ltd.,
Bechnal Green, LONDON, E.

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the assistance of
Hongkong and the Coast Ports for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.Ladies' and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.The Superiores will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1903.

A WONDERFUL DISCOVERY.

This is a thing of research and experiment, and
all manner of open-minded and scientific
people are interested in it. It is a discovery
of the most important kind, and it is a discovery
which will be found in every household.This is a discovery which will be found in every
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Shipping.

Arrivals.

Nippon Maru, Jap. s.s., 3,437, Greene, 13th
June.—San Francisco 10th May, and
Shanghai 10th June, Mails and Gen.—
F. M. S. S. Co.Rosetta Maru, Jap. s.s., 2,402, Tate, 13th June,
Macao 10th June, Gen.—T. K. K.
Moravia, Aust. s.s., 3,603, Seich, 13th June,
Kobe and Moji 9th June, Gen.—S. W. &
Co.Emma Luyken, Ger. s.s., 1,110, Martens, 13th
June.—Saigon 9th June, Rice.—E. A. T.
Co.Ayr, Br. s.s., 1,955, Gibson, 13th June.—Moji
7th June, Coals.—M. B. & Co.Meefoo, Ch. s.s., 1,321, Stewart, 13th June.—
Shanghai 10th June, Gen.—C. M. S. N. Co.Ernest Simons, Fr. s.s., 2,162, Fromy, 14th
June.—Marseilles 10th May, and Saigon
11th June, Mails and Gen.—M. M.Freussen, Ger. s.s., 3,274, Prehn, 14th June,
Hamburg 30th Apr., and Singapore 10th
June, Mails and Gen.—M. & Co.Shaoxing, Br. s.s., 1,207, Harris, 14th June.—
Hankow 9th June, Rice.—B. & S.Hansgang, Br. s.s., 1,256, Wilde, 14th June.—
Shanghai 9th June, and Swatow 13th, Gen.—
J. M. & Co.Trieste, Aust. s.s., 3,203, Muoni, 14th June.—
Trieste 17th May, and Singapore 8th June,
Gen.—S. W. & Co.Hanoi, Fr. s.s., 739, Merlees, 14th June.—
Haiphong and Hoihow 11th, Gen.—A. R.
M.</

Steamers Expected.

Vessels	From	Agents	Date
Empress of India	Shanghai	C. P. R. Co.	June 16
Suisan	Singapore	J. M. & Co.	June 16
Kumano Maru	Japan	N. Y. K.	June 16
Sankai Maru	Singapore	P. & O. Co.	June 16
Baltica	Singapore	P. & O. Co.	June 18
Siberia	Japan	P. M. Co.	June 20
Kishu	Singapore	S. T. & Co.	June 20
Taiyuan	Japan	M. & Co.	June 22
Hamburg	Colombo	M. & Co.	June 24
Coptic	San Francisco	P. M. Co.	July 1
Tartar	Vancouver	C. P. R. Co.	July 1
Indravelli	Portland	P. & A. Co.	July 7

Hongkong & Whampoa Dock Returns.	At Kowloon Dock.
Taiwan	21
Dharwar	"
Clavering	"
Montana	"
Canton River	"
San Joaquin	"
Piense Antonine	"
Kowloon	Cosmopolitan

Ships Passed The Canal.	Outward	Ship	Date
16th May	13th May	Kishu	16th May
17th May	14th May	Empress of India	17th May
18th May	15th May	Sankai Maru	18th May
19th May	16th May	Baltica	19th May
20th May	17th May	Siberia	20th May
21st May	18th May	Kishu	21st May
22nd May	19th May	Taiyuan	22nd May
23rd May	20th May	Hamburg	23rd May
24th May	21st May	Coptic	24th May
25th May	22nd May	Tartar	25th May
26th May	23rd May	Indravelli	26th May

Vessels in Port.

STEAMERS.	Arrivals	Departures
An Phu, Br. s.s., 666, Kynch, 12th June.	12th June	12th June
Benvenue, Br. s.s., 1,475, Webster, 13th June.	13th June	13th June
London, 26th Apr., and Singapore 7th June.	7th June	7th June
Carl Diederichsen, Ger. s.s., 774, Schlicker, 12th June.	12th June	12th June
Dagmar, Nor. s.s., 383, Salvesen, 13th June.	13th June	13th June
Doric, Br. s.s., 4,075, Smith, 8th June.	8th June	8th June
Francisco 8th June, via Honolulu 15th.	15th June	15th June
Yokohama 27th, Kobe 28th, Nagasaki 30th, and Manila 6th June, Mails and Gen.	6th June	6th June
O. & O. S. Co.		
Elita Nossack, Ger. s.s., 1,661, Bruhn, 9th June.	9th June	9th June
Canton 8th June, Gen.—Kwong Man Wo.	8th June	8th June
Gregory Apar, Br. s.s., 2,990, Oliffent, 8th June.	8th June	8th June
Calcutta 2nd May, and Singapore 2nd June.	2nd June	2nd June
Gen.—D. S. & Co., Ltd.		
Hong Noh, Br. s.s., 2,555, Stang, 19th May.	19th May	19th May
Penang and Singapore 11th May, Gen.—Joo Teck Seng.	11th May	11th May
Hopsang, Br. s.s., 1,359, Hay, 11th June.	11th June	11th June
Samarang and Java 10th June, Sugar.	10th June	10th June
—J. M. & Co.		
Keongwai, Ger. s.s., 1,115, Möllermann, 11th June.	11th June	11th June
Pangkok 5th June, Wood and Rice.	5th June	5th June
—B. & S.		
Kohsichang, Ger. s.s., 1,292, Spiesen, 10th June.	10th June	10th June
Kohsichang 3rd June, Rice and Wood.	3rd June	3rd June
—B. & S.		
Mare, Swed. s.s., 1,002, Johnson, 31st May.	31st May	31st May
Hamburg 2nd Apr. and Port Said 23rd.	23rd May	23rd May
Gen.—Order.		
Mauban, Am. s.s., 792, Arano, 6th June.	6th June	6th June
Manila 3rd June, Ballast.—A. R. M.	3rd June	3rd June
Nanyang, Ger. s.s., 1,060, Hass, 5th June.	5th June	5th June
Manila 2nd June, Ballast.—E. A. T. Co.	2nd June	2nd June
Onafra, Br. s.s., 4,867, Bartlett, 13th June.	13th June	13th June
Kobe 7th June, Gen.—B. & S.	7th June	7th June
Olympia, Am. s.s., 2,837, Truebridge, 13th June.	13th June	13th June
Tacoma via Ports 16th May, Gen.—D. & Co., Ltd.	16th May	16th May
Phra Chula Chom Klan, Ger. s.s., 1,568, Bohm, 13th June.	13th June	13th June
Bangkok and Kohsichang 7th June, Rice.—B. & S.	7th June	7th June
Pompey, Am. s.s., 1,200, Range, 28th May.	28th May	28th May
Manila, P. 25th May, Ballast.—U. S. Government.	25th May	25th May
Progress, Ger. s.s., 687, Bremer, 6th June.	6th June	6th June
Tourane 6th June, Gen.—S. & Co.	6th June	6th June
Quang Nam, Fr. s.s., 710, Martino, 10th June.	10th June	10th June
Saigon 8th June, Rice.—B. & S.	8th June	8th June
Robilla Maru, Jap. s.s., 2,390, Bisco, 9th June.	9th June	9th June
Manila 6th June, Gen.—T. K. K.	6th June	6th June
San Joaquin, Am. s.s., 2,377, Galdiez, 26th Apr.	26th Apr.	26th Apr.
from Aparri, Ballast.—Order.		
Saga, Nor. s.s., 699, Nalvig, 9th June.	9th June	9th June
Bangkok 2nd June, Rice and Teakwood.—J. M. & Co.	2nd June	2nd June
Saphir, Nor. s.s., 854, Fagerland, 6th June.	6th June	6th June
Canton 8th June, Gen.—Kwong Man Wo.	8th June	8th June
Shinano Maru, Jap. s.s., 3,660, Thompson, 2nd June.	2nd June	2nd June
Seattle via Ports 2nd May, Gen.—N. Y. K.	2nd May	2nd May
Sungking, Br. s.s., 1,021, Outerbridge, 13th June.	13th June	13th June
Manila 10th June, Hemp.—B. & S.	10th June	10th June
Taichong, Ger. s.s., 828, Wickhoff, 20th May.	20th May	20th May
Saigon 25th May, Rice-flour and Paddy.—Meyer & Co.	25th May	25th May
Tsurugisan Maru, Jap. s.s., 2,560, Narasaki, 4th June.	4th June	4th June
Kuta, (Japan) 20th May, Coal and Coke.—M. B. K.	20th May	20th May
Ulabrand, Nor. s.s., 1,269, Andersen, 3rd June.	3rd June	3rd June
Moji 28th May, Coal.—C. & Co.	28th May	28th May
Verona, Ger. s.s., 3,095, Spiesen, 13th June.	13th June	13th June
Kutchinota 7th June, Coals.—M. B. K.	7th June	7th June
Victoria, Swed. s.s., 988, Hermanson, 10th June.	10th June	10th June
Saigon 6th June, Rice and Gen.—E. A. T. Co.	6th June	6th June
Wuchang, Br. s.s., 801, Sommerville, 12th June.	12th June	12th June
Manila 9th June, Ballast.—B. & S.	9th June	9th June

SAILING VESSELS.

Vessels	From	Agents	Date
Alice, Ger. bq., 2,662, Reimers, 27th May.	27th May	S. O. Co.	
New York 28th Dec. O.—S. O. Co.	28th Dec.	S. O. Co.	
Columbia, Am. sch., 772, Sprague, 27th Mar.	27th Mar.	B. & S.	
Connatale Richmond, Fr. bq., 1,732, Rault, 5th June.	5th June	S. O. Co.	
New York 1st Dec. Kerocine.	1st Dec.	S. O. Co.	
Dharwar, Swed. bq., 1,270, Larsson, 11th Apr.	11th Apr.	Fremantle 13th Dec.	
—J. M. & Co.			
Grosvenor, Br. bq., 516, Boga, 14th June.	14th June	Mauritius 16th Jan., Sugar.—A. & Co.	
Kentmere, Br. 4-masted bq., 2,437, Burch, 27th Apr.	27th Apr.	Shanghai 20th Apr., Ballast.—S. O. Co.	
Omeca, Br. bq., 480, Swenson, 18th May.	18th May	Singapore, Timber.—Order.	
Pierre Antonine, Fr. bq., 1,740, Retege, 1st Apr.	1st Apr.	New York 3rd Oct., O.—Order.	
Prince Albert, Norw. ship, 1,498, Hansen, 10th June.	10th June	Fremantle 29th Apr., Sandalwood.—Gillman & Co.	

Post Office.

Mail will close for	Date
Swatow—Per Mo Yan, 16th inst., 8 A.M.	16th inst.
Canton—Per Mo Yan, 16th inst., 9 A.M.	16th inst.
Manila—Per Rosetta Maru, 16th inst., 10 A.M.	16th inst.
Singapore, Penang and Calcutta—Per Gregory Apar, 16th inst., 10 A.M.	16th inst.
Swatow, Amoy and Tamsui—Per Hailong, 16th inst., 10 A.M.	16th inst.
Manila—Per Rohilla Maru, 16th inst., 10 A.M.	16th inst.
Bangkok—Per Kohsichang, 16th inst., 10 A.M.	16th inst.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Doric, 16th inst., 11 A.M.	16th inst.
Macao—Per Heungshun, 16th inst., 11 A.M.	16th inst.
Shanghai, Moji, Kobe, Yokohama, Victoria and Seattle—Per Shinano Maru, 16th inst., 3 P.M.	16th inst.
Cebu and Manila—Per Wuchang, 16th inst., 3 P.M.	16th inst.
Canton—Per Pawan, 16th inst., 5 P.M.	16th inst.
Macao—Per Wingchi, 16th inst., 5 P.M.	16th inst.
Namtau—Per Taiter, 16th inst., 5 P.M.	16th inst.
Swatow and Bangkok—Per Kwongwai, 17th inst., 9 A.M.	17th inst.
Straits and Rangoon—Per Moravia, 17th inst., 1 P.M.	17th inst.
Manila—Per Sangkian, 17th inst., 3 P.M.	17th inst.
Kumchuk and Samshui—Per Cheongkong, 17th inst., 4 P.M.	17th inst.
Chefoo and Tientsin—Per Kwei-yang, 18th inst., 4 P.M.	18th inst.
Manila, Thursday Island, Townsville, Brisbane, Sydney, Melbourne—Per Kumano Maru, 19th inst., 3 P.M.	19th inst.
Manila—Per Yuensang, 19th inst., 3 P.M.	19th inst.
Europe, Am. India and Tulucon—Per Chuan, 20th inst., 11 A.M.	20th inst.
Kumchuk and Samshui—Per Tungkong, 22nd inst., 4 P.M.	22nd inst.
Moji, Kobe, Yokohama, Victoria (B.C.), and Tacoma—Per Olympia, 24th inst., 10 A.M.	24th inst.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 24th inst., 11 A.M.	24th inst.
Kumchuk, Am. India, 25th inst., 10 A.M.	25th inst.
Manila—Per Zaffre, 27th inst., 9 A.M.	27th inst.
Moji, Kobe, Yokohama, Victoria (B.C.), and Tacoma—Per Vermont, 30th inst., 11 A.M.	30th inst.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 15th July, 1 A.M.	15th July

VISITORS AT THE HOTELS.

HONGKONG.	Visitors
Anderson, Mr.	Joseph, Mr. and Mrs.
Anton, A. S.	Katsch, E. A.
Armstrong, Geo. H.	Kuntzen, W.
Armstrong, G. H.	Libartisse, Mr.
Arnold, J. T.	Lahn, F. P.
Bartlett, E. G.	Lena, Mrs. L. A.
Berley, H. T.	Lynd, Mr.
Baker, Mr. and Mrs.	Macgowan, R. J.
Bayan, Mr. and Mrs. R.	Mariotti, Dr. A.
Bonner, E.	Marx, O.
Bowker, G.	Masi, Sydney
Bowers, Dr.	Masi, Mr. E.
Bowling, G.	Mather, Mrs. M. J.
Brown, W. S.	McAran, T. P.
Buck, Hart	McCabe, E. R. W.
Buell, Mrs. A. C.	McKee, Mr. and Mrs.
Butler, A. W.	Mercer, O. E.
Christie, H. F.	Miller, O. D.
Clarke, W. G.	Miller, P. L.
Colie, E. H.	Moulton, Mrs. M. E.
Colombo, G.	Murphy, Mr. and Mrs.
Cumming, J. B.	Odlum, G. T.
Davies, A. B.	Ollis, Mr. and Mrs.
Davies, A. B.	nurse
Davidson, R. M. C.	Otto, A.
Dawson, Mrs. F.	Parfitt, W.
Derbyshire, Mr. and Mrs. J. H.	Porter, Mr. and Mrs.
Douglas, Capt. & Mrs. J.	Potts, W. H.
Downing, T. C.	Powers, M. J.
Erly, J. B.	Powers, Mr. and Mrs.
Edwards, F. W.	Read, Miss
Ellis, Mr. and Mrs. A.	Reid, H. J.
Emerson, K.	Reynell, Mrs. and child
Eppley, K.	Robinson, Mr. & Mrs.
Fisher, H.	Sales, Miss De
Fowler, H. T.	Schneetock, R. H.
Freder, E. E.	Skott, C.
Freder, Mr. and Mrs. C. M.	Skott, C. C.
Georg, C.	Sommerville, G.
Glover, C.	Stewart, F. C.
Growder, J.	Thomson, J. A.
G. genheim, R.	Thomson, Dr. J. C.
Guthrie, C.	Tunis, Mrs. L. B.
Holman, G. J.	Tunis, Mrs. L. B.
Haughton, W. B.	Walker, Mr. and Mrs.
Heaps, E.	W. B.
Heyren, Mrs. E.	Washburne, A. J.
Hill, L. R.	Watkins, C. A.
Hogner, Mr. and Mrs.	Watkins, Jas. W.
Howard, Thos.	Woolmer, Mr. & Mrs.
Jewell, R. B.	Wright, Mr. and Mrs.
Icely, Rev. F.	C. Gordon
Jamieson, Mrs.	Zobel, Mr. and Miss
Jamieson, Mr.	Zetter, Louis

CONNAUGHT.

Visitors	Visitors
Benjamin, M.	Lee, C.
Campbell, R. E.	Lieut. Humphreys, W.
Colbert, P. D.	Marston, W.
Donald, H. D.	Marston, L.
Houghton, R.	Martin, A.
K. G. H.	Stephens, H.
Langlands, A. O. D., Capt.	Stodart, F.
P.	Thomson, C. B.
	Tyrwhitt, T.

PEAK.

Visitors	Visitors
Allison, A.	Jeffries, H. U.
Barnett, Dr.	Jones, Mr. and Mrs. P.
Beattie, Andrew	N. H.
Behn, Geo.	King R. H.
Henson, A. P. D.	Macdonald, Wm. D. D. S.
and Mrs. H. G.	Maclean, R.
Berkley, H.	McDermott, A. P. B.
Berner, Gilbert	Mitchell, Robert
Brusse, George	Ordish, Owen
Chapman, Mr. & Mrs.	Philpot, Leonard D.
Ferrand, M.	Pollock, K. C. H. E.
French, A. S. C.	Rumsey, R. N., Hon. R.
G. A.	Saver, Mrs. W. E.
Fuchs, A.	Scott, Charles R.
Gibson, Dr. Robert	Sinclair, A.
Grant, G. C. Lindsay	Smith, Carl W.
Hamilton, Major A. B.	Spackham, W. O. C.
Hibbe, F.	Thomson, O. D.
Joseph, Mr. and Mrs.	Wendorn, S. T.
E. S.	Wilford, F. C.

CRAIGIEBURN.

Visitors	Visitors
Gaskell, Mr. and Mrs.	Lambelle, Lieut. and Mrs. F. W.
Harvey, Lieut. and Mrs. J. S.	Struckmeyer, O.
Helms, W.	

KOWLOON.

Visitors	Visitors
Ardan, Thamos, K.	Mutius, S. H.
Gallin, Jr. W. F.	Nobbs, A. P.
Haffke, Chas.	O'Brien, Fred.
Jewell, Frank F.	O'Connor, C. J.
Kealy, W. J.	Williamson, H. C.
Keeny, J. B.	

KING EDWARD.

Visitors	Visitors
Hond, H. N.	Osborne, Mrs.
Carphades, Mr.	Marlen, Dr. Mariano
H. H. M. and Mrs.	Mogford, W.
Evans, Capt.	Rebblund, Mrs. and family
Finch, Mrs. Wm.	Schmalz, A.
Howard E.	Syningham, Mr. & Mrs. James R.
Hunter, J. M.	
Locksmith, Mr. & Mrs.	
H. S.	
Notton, Mr. and Mrs.	
R.	

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 15th 11.50 a.m. The barometer has risen over Japan, fallen on the E. coast of China. Pressure is highest in the Pacific between the Philippines and SW. Japan, and there are indications of the formation of a depression over Central China.

Moderate S. winds along the China coast and over the N. part of the China Sea.

Forecast:—moderate S. winds; squally, thundershowers.

YESTERDAY'S WEATHER REPORT.

On June 14	On June 15
Barometer	29.89
Thermometer	83
Humidity	86
Rainfall	0.08

CHINA COAST METEOROLOGICAL REGISTER.

June 15th, 1903, a.m.	Bar.	Th.	Hum.	Wind	Wv.
Via Livestock	29.75	83	86	SW	3
Nemuro	29.76	83	86	SW	3
Hakodate	29.81	83	86	SW	3
Tokio	29.82	83	86	SW	3
Kochi	29.87	83	86	SW	3
Nagasaki	29.95	83	86	SW	3
Kagoshima	29.95	83	86	SW	3
Oshima	29.95	83	86	SW	3
Naha	29.95	83	86	SW	3
Ishikijima	29.95	83	86	SW	3
Takushu	29.95	83	86	SW	3
Taichu	29.95	83	86	SW	3
Tainan	29.95	83	86	SW	3
Koshun	29.95	83	86	SW	3
Pescadore	29.95	83	86	SW	3
Wei-hai-wei	29.95	83	86	SW	3
Gutierrez	29.95	83	86	SW	3
Sharp Peak	29.95	83	86	SW	3
Amoy	29.95	83	86	SW	3
Swatow	29.95	83	86	SW	3
Canton	29.95	83	86	SW	3
Hongkong	29.95	83	86	SW	3
Victoria Peak	29.95	83	86	SW	3
Gap Rock	29.95	83	86	SW	3
Maiphong	29.95	83	86	SW	3
Malacca	29.95	83	86	SW	3
Bacool	29.95	83	86	SW	3
Hollo	29.95	83	86	SW	3
Cebu	29.95	83	86	SW	3
C. St. James	29.95	83	86	SW	3

HONGKONG AVERAGE MARKET PRICES.

Corrected 13th June, 100 cts. per S. Mex.

BUTCHER MEAT		Cents
Beef sirloin & prime cut—Mei Lung Pa	lb	17
" Corned—Ham Ngau Yuk	"	16
" Roast—Shiu	"	17
" Soup, Tong Yuk	"	13
" Steak—Ngau Yuk Pa	"	17
" Sausages,—Ngau Yuk Chaung	"	26
Bullock's Brains—	" Know..... per set	7
" Tongue fresh—Ngau Li	each	45
" corned—Ham Ngau Li	"	5
" Head—Ngau 'au	"	50
" Heart—Ngau Sum	"	5
" Hump, Salt—Ngau Kin	"	1
" Feet—Ngau Kerk	each	1
" Kidneys—Ngau Yiu	"	1
" Tail—Ngau Mei	"	1
" Liver—Ngau Con	lb	1
" Tripe (undressed)—Ngau To	"	1
Calves' Head and Feet—Ngau-chai-	tau-keok.....set	7
Mutton Chop—Yeung Pui Kwat	lb	2
" Leg—Yeung Pei	"	2
" Shoulder—Yeung Shau	"	2
Pigs' Chittlings—Chu cheong	"	1
" Feet—Chi Keok	"	1
" Fry—Chi Chak	"	1
" Head—Chi Tau	"	1
" Heart—Chi Sum	each	1
" Kidneys—Chi Yiu	pair	1
" Liver—Chi Kon	lb	1
Pork, Chop—Chi Pai Kwat	"	1
" Corned—Ham Chu Yuk	"	1
" Leg—Chu Pei	"	1
" Fat or Lard—Chu Yau	"	1
Sheeps' Head and Feet—Yeung Tau	"	1
" Keok	set	4
" Heart—Yeung Sum	each	1
" Kidneys—Yeung Yiu	"	1
" Liver—Yeung Con	lb	2
Sucking Pigs, To Order—Chu Chai	"	1
Suet, Beef—Sang Ngau Yau	"	1
" Mutton—Sang Yeung Yau	"	1
Veal—Ngau Chai Yuk	"	1
" Sausages—Ngau Chai Yuk Tong	"	1
POULTRY.		
Chicken—Kai Chai	lb	1
Capons, Large, Small—Sin Kai	"	1
Ducks—Ap	"	1
Doves—Pan Kiu	"	1
Eggs, Hen—Kai Tan	per doz	1
Fowls, Canton—Kai	lb	1
" Hainan—Hoi Nam Kai	"	1
Geese—Nyo	"	1
Geese, Wild Shanghai—Sheung Hoi Ye	"	1
" Ngo	pair	1
Musk Deer—Wong Keng	each	1
Hare—Tu Chai	"	1
Partridge—Che Khoo	"	1
Pheasant—Shan Kai	pair	1

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Outfitters.

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FROCKS FOR SUMMER WEAR.

June 6th.

R. G. HECKFORD,
MANAGER.